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APPL LIFE STUDIES INC.



# ANNUAL REPORT 1971,

Governor's Traffic Safety Coordinating Committee



37 1971





## **Governor's Traffic Safety Coordinating Committee**

Richard B. Ogilvie, *Governor, Chairman*

John W. Lewis, *Secretary of State,  
Vice Chairman*

Paul Simon, *Lieutenant Governor*

Michael J. Bakalis, *Superintendent of  
Public Instruction*

William J. Scott, *Attorney General*

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Gordon L. Ropp, *Director of Agriculture*

Franklin D. Yoder, M.D., *Director of  
Public Health*

Richard H. Golterman, *Chief Highway Engineer*

James T. McGuire, *Superintendent of  
State Police*

William F. Cellini, *Secretary of Transportation,  
Secretary*





"In 1971 we continued to decrease accident rates in Illinois...yet we will not be satisfied until we are number one in traffic safety in the nation."

"That's what all of the traffic safety programs which we have developed and implemented are all about. Saving lives, saving persons from crippling injuries, saving economic loss in the form of property damage resulting from accidents are the goals we cannot and will not lose sight of in all of our programs.

"In 1970 we developed a plan for action in our reorganization of the Committee, and in 1971 we put that plan to work. Our accident statistics tell us we are doing some things right in Illinois. Over the last two years we have decreased the number of fatalities by 133 lives or 5.3 percent. We have decreased accidents by 11,935 or 2.9 percent. And we have decreased the persons injured by 8,628 or 5.5 percent.

"This is indeed a fine record considering how traffic accidents and fatalities grew from year to year in the past. However, we are continuing our efforts to decrease traffic accidents. The national goal is to cut in half the absolute number of automobile fatalities in the nation by 1980. We want to make Illinois the first state in the nation to accomplish this.

"In 1971, we attacked the greatest known hazard to traffic safety — the drinking driver. The majority of the Committee's funds and efforts were aimed at ridding Illinois roads of the type of driver who drinks too much and then tries to drive and, as a result, is involved in over half of all traffic fatalities, both in Illinois and throughout the nation. If we succeed in getting him off our roads, we will be well on our way to accomplishing our goals."

**Richard B. Ogilvie, Governor, Chairman**





## A program on drinking and driving

In Illinois alone, it is estimated that the drinking driver is involved in accidents causing over 1,000 traffic fatalities. In 1971, the main efforts of the Committee were focused around a program to help rid Illinois roads of this hazard.

The program to attack the drinking driver problem was three-fold: legislation, increased law enforcement and public education. Two extremely important legislative victories were won for traffic safety in Illinois. The first was an Implied Consent law requiring that a driver arrested for Driving While Intoxicated (DWI) take a breath test, or have his license automatically suspended for three months upon the first refusal, and six months for refusals in subsequent DWI arrests. The passage of an Implied Consent law in Illinois had been repeatedly attempted for over 15 years, but always had failed.

Another legislative victory was the passage of a law requiring Illinois coroners to take blood alcohol samples of victims of fatal traffic accidents. The law makes possible better determination of accident causes through precise measurements of these blood samples.

Another important part of the program is increased law enforcement. The Implied Consent law, effective in 1972, will aid State Police and other law enforcement officials in ridding Illinois roads of drunk

drivers. However, the State Police have focused attentions on the drunk driving problem for the last several years. Breath-testing equipment has been available throughout the State. When drivers have been arrested on DWI, they have had the opportunity to take the breath test on a voluntary basis and, according to State Police reports, a large majority of drivers have chosen to take the test. The Department of Public Health has assisted in this effort by offering programs to certify breath-testing equipment operators.

The third part of the program was public education. No effort to curb drinking and driving can be effective without public awareness, understanding, acceptance and support. The Committee planned programs to: 1) inform the public on the meaning of an Implied Consent law; and 2) continue to emphasize the problems of drinking and driving. A clear, concise brochure on Implied Consent was prepared and disseminated by the Committee and concerned public and private agencies and organizations. Radio spots on Implied Consent were prepared for the Illinois Drive Alert Traffic Safety Program. To continue to emphasize the problems of drinking and driving, radio traffic safety messages were aired and a Drink/Drive Calculator was disseminated to help tell drivers how much was too much to drive safely. The Committee's plan for public education reached the grass roots level through a program calling for a network of County Governor's Traffic Safety Advisory Committees.

*Drunk drivers cause an estimated \$8 billion in property damage yearly throughout the nation. In 1971, the Committee implemented a program to help rid Illinois roads of these dangerous drivers.*







## Implied consent

A 15-year-old controversy over an Implied Consent law in Illinois ended in November of 1971. Illinois was the last state to pass such a law, but in being last, benefited from other states' successes and mistakes. The Implied Consent law in Illinois is considered to be one of the best laws in protecting the rights of drivers arrested on DWI charges, while at the same time providing law enforcement officials with the help they need to get drunk drivers off Illinois roads.

The Illinois Implied Consent law differs from the law in any other state in that it requires the testing equipment to "print-out" a copy of the test results for both the arresting officer *and the arrested driver*. Because of this requirement in the law, new breath-testing equipment will be provided to replace present equipment (which did not print-out copies) used by enforcement agencies. However, the new equipment's protection against operator error or later question of the validity of the test makes it invaluable to enforcement efforts.

The new law requires that a written explanation of the law and the test be given to the arrested driver. Two breath tests, not more than 15 minutes apart will be taken to assure valid results. If the driver refuses to take the test, his driver's license may be suspended for three months, and six months for subsequent refusals.

*Governor Richard B. Ogilvie signs  
Implied Consent into law.*

## Public education

To reach as many Illinois citizens as many times and ways as possible regarding the problems caused by drinking and driving, the Committee reinforced the Illinois Drive Alert Traffic Safety Program. New radio spots, billboards, brochures, an educational drink/drive calculator, bumper stickers, publicity releases, more issues of the official publication *Centerline*, and a new plan for getting grass roots support from the driver himself — County Governor's Traffic Safety Advisory Committees — were emphasized.

Illinois citizens throughout the State were exposed to the Committee's "Drive Alert in Illinois" radio spots. Illinois radio stations cooperated by offering increasing amounts of public service time for these messages. Nearly 700 roadside billboards told Illinois travelers, "Drive Alert in Illinois. It's a great place to live."

Another four issues of the traffic safety magazine *Centerline*, including articles on drinking and driving and other traffic safety subjects were published. Hundreds of letters from Illinois residents requesting that their names be added to the *Centerline* mailing lists were received, and circulation increased to 125,000.



An innovative and almost unbelievably successful educational tool on drinking and driving, the "Drink/Drive Calculator," was produced as a guide to show Illinois drivers how much is too much to drink and drive. Thousands of requests for the Calculator were received. Governors of twenty-four states wrote to congratulate Governor Ogilvie on the creation of such a useful and educationally successful means of getting the alcohol message to the driver. Cooperation in distributing the calculators was received from many private businesses and corporations. Metropolitan daily newspapers, such as the St. Louis Post Dispatch and the Chicago Tribune, printed articles about the Committee's new calculator. By the end of 1971, over 400,000 calculators had been distributed.

To obtain better community traffic safety, a Governor's Traffic Safety Advisory Committee plan was formulated. Under this plan local committees, to include opinion leaders and others interested in traffic safety, are now beginning to aid in the battle to make Illinois roads safer for everyone.

The Governor, the Committee and certainly the people of Illinois (judging from the many letters of praise and increasing cooperation from various interest groups) are of the opinion that 1971 has been the most successful year yet for the Illinois Drive Alert Traffic Safety Program.

*Public interest in the Illinois "Drink/Drive Calculator" has spread as far as Europe and the South Pacific*



# Traffic safety services

Illinois drivers can "rest a little easier" knowing that Illinois has the most comprehensive Emergency Medical Services program of any state, a State Police Force that works thousands of hours overtime (without pay), and a highly efficient and economical computer records in the Office of the Secretary of State to keep the system on track.

In 1971, the Department of Public Health established an Emergency Medical Services Division to carry out what had been referred to as the most unique, outstanding emergency medical services program of any state. On July 1, 1971, a network of regional Trauma Centers for critically injured patients began growing rapidly throughout the State. These Trauma Centers have been so designated to save lives and prevent permanently crippling injuries for accident victims who needed specialized medical attention. Both local and area-wide centers are being developed, in addition to the regional centers set up at university hospitals where specialists in every field are available. After the first six months of operation, the Trauma Center track record approached that of military emergency medical care in Vietnam, a record unsurpassed by any emergency medical service system in the nation.

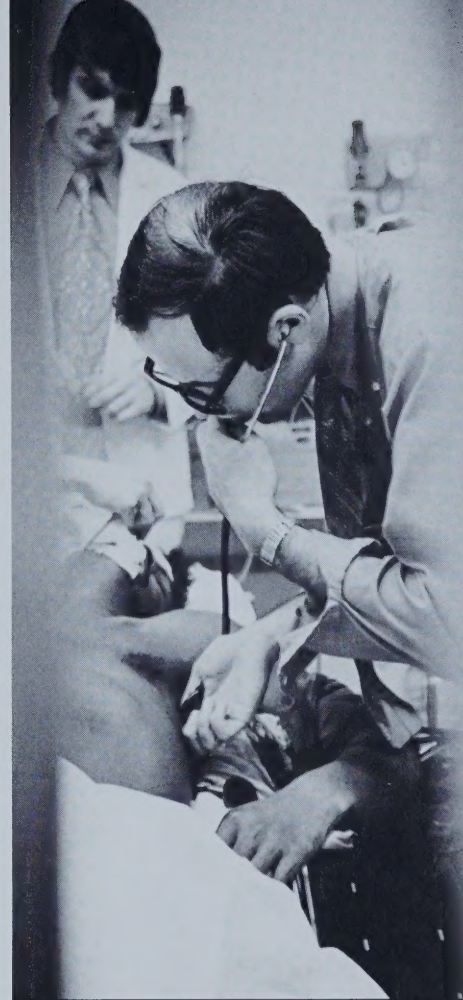
The Illinois State Police cooperate in the emergency medical services project as they do in all projects that involve traffic safety in the State. In 1971, the Illinois State Police spent 1,800,000 hours in traffic related safety activities and received countless letters thanking them for their courtesy on Illinois highways.

This also was Phase II year for a total reorganizational plan implemented by the State Police. By the end of 1972, all field districts will have a completely uniform operations system set up to increase the effectiveness of the organization.

The State Police Information and Education Unit continued their fine work in traffic safety education for Illinois residents and expanded their staff and activities.

The Office of the Secretary of State continued its computerization of all motor vehicle records and operations in 1971. The Law Enforcement Agencies Data System, a system designed to provide judicial agencies with driver and vehicle histories in a matter of seconds, will use information in the Secretary of State's computerized data system.

*Critically injured patients receive specialized medical attention at regional Trauma Centers. Illinois State Police, in 1971, have placed increased emphasis on enforcement of rules of the road.*





# The driver

Programs directed toward the improvement of driver behavior, skills and attitudes, were continued and upgraded in 1971. The Committee kept in mind throughout the year the specialized needs of various types of drivers, as well as those of the high school student in driver education classrooms.

In addition to its attention to the biggest driver problem — alcohol — the Committee focused on programs for bicycle riders, motorcycle drivers, school bus drivers, retraining of adult drivers, and handicapped drivers.

As in 1970, the Committee again recommended legislation to establish a Medical Review Board to assist the Office of the Secretary of State in determining a person's ability to meet specified physical and mental standards for a driver's license. Such a board is viewed as one of the keys in reducing the accident toll.

Having for years received a high rating for their public school driver education curriculum and programs, the Office of the Superintendent of Public Instruction embarked upon plans for establishing comprehensive traffic safety education demonstration service centers where drivers could be retrained in good driving habits and attitudes.

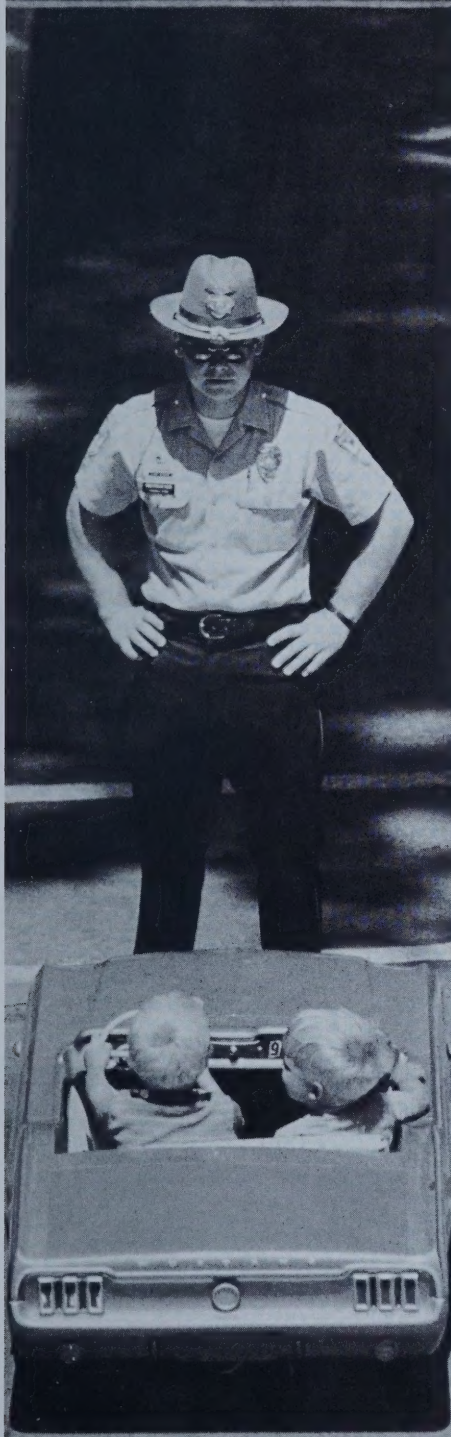
The Office of the Superintendent of Public Instruction also paid close attention to the specialized needs of both the school bus driver and the handicapped driver. A curriculum for school bus drivers, to train them in their jobs and in its most important aspect, safety, was developed.

A pilot project for teaching physically handicapped students to drive was launched at Southern Illinois University, Carbondale, and at several Illinois public high schools.

*Various Illinois programs cover a broad spectrum of traffic safety, from licensing of motorcycle drivers to training the handicapped.*







The pedestrian and bicycle safety curriculum for public grade schools was expanded and improved. The Secretary of State's *Bicycle Rules of the Road*, printed in 1970 for the first time by any state, received accolades from other states and many requests for copies.

The month of May was named bicycle safety month in Illinois by official proclamation of the Governor's office.

The Illinois Youth Traffic Safety Conference held its Eighth Annual meeting in Springfield. Nearly 400 top driver education students from throughout the state gathered to discuss the problems of young drivers and the high youth accident rate.

The Office of the Secretary of State, keeping all drivers in mind, began plans for a completely revised *Rules of the Road*, which is to include new road signs and more concise, while still comprehensive, content. The new *Rules of the Road* is scheduled for publication in mid-1972.

With all the driver education programs and driver improvement efforts throughout Illinois, any person with the desire to learn or to improve his present driving habits can find help.

*The Danville police teach pint-sized pedestrians the importance of traffic safety in "Friendly Town", a sort of Sesame Street on safety.*



*A tailored training curriculum for school bus drivers was developed during 1971. Programs to explain new traffic signs were also initiated.*

## The driving environment



In one mile of road there can be intersections, traffic control devices and signs, a bridge, a railroad crossing, a curve or hill. 17,000 miles of expressways, state highways and secondary roads traverse Illinois, making maintenance and improvements an enormous task.

Today, Illinois has the finest roads and highways Illinois travelers have ever experienced. One hundred fifty-five miles of Interstate roadway was added in 1971 to the former total of 1,249 completed miles. An additional 614 miles of decaying highways were improved to bring total road improvements under the Governor's Immediate Action program to 3,055 miles. These improvements have been made throughout the state for the benefit of all Illinois residents.





Also, in 1971, the Department of Transportation completed a modernization of 500 miles of the Interstate Highway System in Illinois. A 30 to 35 foot clear zone was provided on each side of all Interstates to give drivers who lose control of their vehicles time to recover and get back on the roadway. Break-away sign supports are now used for signs in this clear zone, and it was reported that drivers who run into the signs were able to drive their cars away without injury or extensive damage.



Sixty-two high accident areas were improved under the \$10 million Spot Safety Improvement Program. The projects varied in scope from a \$1,000 project for the installation of flashing lights on warning signs to a complete reconstruction of a mile of roadway on a 2-or 4-lane road. In 1969 alone, the economic loss in these high-accident locations was estimated to be \$4,200,000.

Signs began to change in 1971. The new symbol signs which actually "paint a picture" of the message for the driver will see considerable use in Illinois by 1973. The *Illinois Manual on Uniform Traffic Control Devices* is being rewritten to conform with the new national manual. Local government officials, urged to use their road improvement and safety program funds to best advantage, spent \$1,398,000 allocated by the federal government under the National Highway Traffic Safety Act. Over 288 safety projects were undertaken by local officials in 1971. Funds are provided on a matching basis to the communities.

Illinois highway maintenance personnel and expressway patrols in Chicago and East St. Louis also continued to make driving safer and more pleasant. They cleaned up hazardous and unsightly debris, removed snow, and generally improved the driving environment for all in 1971.

*Constant road care and maintenance are a critical factor in driving safety and comfort*



# National Highway Traffic Safety Standards

Illinois made some outstanding gains in complying with National Highway Safety Program Standards this year. In one year, Illinois' rating among the states jumped from the 41st position to 26th. New laws, increased enforcement and new programs made the difference. Both state-wide and local governmental agency programs are considered in the federal evaluation.

The following is an updated report on Illinois' status as related to the sixteen specific highway traffic safety standards.

## Periodic Motor Vehicle Inspection

Although Illinois does not have a periodic motor vehicle inspection law for all vehicles, the State exceeds federal standards in the inspection of second-division vehicles. Over 1.5 million trucks, trailers, semitrailers, commercial buses and school buses are inspected each year at testing stations by the State Police. Although random passenger car inspection bills have failed to pass the General Assembly, the Committee and the Motor Vehicle Laws Commission are working closely to determine a proper and acceptable Periodic Motor Vehicle Inspection law for Illinois.

## Motor Vehicle Registration

The Office of the Secretary of State has been working on the completion of a changeover to computerization of all motor vehicle registration records. The planned records system is considered to be one of the most advanced in the country. The computerized registration system when linked with the Illinois State Police computers, will enable enforcement and judicial agencies to obtain vehicle and driver histories in seconds.

## Motorcycle Safety

The State Police cooperated with the U.S. Department of Transportation this year in a study of motorcycle accidents to gain data to determine causes and best prevention measures. A study is being made of eye protection for the motorcycle operator. The Illinois Motor Vehicle Laws Commission continues to study the needs for upgrading of Illinois' safety standards for motorcycles. Motorcyclists are currently given a special examination, separate from the regular drivers' license exam, and safety equipment is required on the cycle itself. Illinois has rated low nationally in this area, since the requirement of a helmet for motorcycle drivers was declared unconstitutional by the Illinois Supreme Court in 1969.

## Driver Education

Driver education in Illinois received the highest possible rating in the federal evaluation. At least 80 percent of the eligible high school students in the State are trained each school year. Illinois is also active in providing adult beginning driver education courses, offered by various State agencies, public adult education programs and commercial driving schools regulated by the Secretary of State. The Office of the Superintendent of Public Instruction has embarked upon plans for establishing comprehensive traffic safety education and demonstration centers in two metropolitan areas.

## Driver Licensing

The Office of the Secretary of State administered the re-examination of 643,823 drivers in 1971. Re-examination of all drivers is completed every nine years. Federal regulations call for re-examination every four years, but current facilities for driver examining cannot adequately handle a four-year re-examination program. The Committee has resubmitted a recommendation for the establishment of a Medical Review Board to aid the Secretary of State in determining health or psychological deficiencies which would require suspension of licenses. This legislation was proposed to the 77th General Assembly. A program to evaluate and improve the written drivers' license examination was begun last year by the Highway Traffic Safety Center at the University of Illinois. The examination will soon be rewritten, and will include the new symbol signs being installed throughout the State.

## Codes and Laws

The codes and laws of Illinois as they relate to traffic safety received the highest possible rating in the federal evaluation. A model traffic ordinance, under consideration for the second year by the Committee, was prepared and turned over to the Motor Vehicle Laws Commission for consideration. This ordinance, it is hoped, will be adopted voluntarily by the local governments to provide more unified local codes. Illinois *Rules of the Road* is largely consistent with those of other states, and Illinois law requires the adoption of uniform traffic control devices.

## Traffic Courts

For several years, the Illinois traffic court system has received the highest ratings in federal evaluations, partly because of the highly unified system under direct administration of the State Circuit Courts. Uniformity is also required in traffic court rules, procedure, administration, accounting, traffic complaints and tickets. A computerized system to make all driver histories available to the courts within seconds was initiated by the Office of the Secretary of State.

## Alcohol in Relation to Highway Safety

An Implied Consent law for Illinois was passed in November, 1971. The law, which will become effective in 1972, has earned Illinois an excellent federal rating of this program. The new Illinois Implied Consent law is considered to be one of the best laws in the nation in protecting the rights of a driver arrested on a Driving While Intoxicated charge. Illinois already has the recommended .10 percent blood alcohol content presumptive limit of intoxication in its statutes, and has initiated a comprehensive public education program to promote public awareness on the problems of drinking and driving and the requirements of the new laws. A special program in which Illinois coroners analyze blood samples of drivers in fatal accidents to determine if drinking had been involved was also initiated in 1971.



### Identification and Surveillance of Accident Locations

Illinois exceeded the requirements of this standard in some areas. At the State level, a multidisciplinary fatal accident investigation team continued work on investigation of all aspects of fatality locations and circumstances. Local projects were initiated under this standard by counties and municipalities with over 10,000 population. State Police investigate a large percentage of fatal accidents on highways. The Division of Highways also continues to prepare periodic accident rate maps, spot maps showing accident locations, and summaries for distribution to State and local agencies.

### Traffic Records

A uniform traffic accident report form, to comply with federal standards, was developed in 1971. A major percentage of all police reports, accident reports filled out by those involved and all State reports will now be received by the Department of Transportation on a uniform report form for quick filing, reference and microfilm transference. A project to improve the quality and quantity of accident information is underway in the Division of Highways. This will convert record keeping procedures to a high speed instant retrieval electronic data processing and microfilm system. The computer system will also be connected to the Secretary of State's Driver Licensing and Vehicle Registration system and the Illinois State Police computerized system.

### Emergency Medical Services

The Trauma Center concept, now being implemented, resulted in high federal rating for Illinois on this standard, and put Illinois on record as having a model plan for the nation to follow. This program provides for fast, expert attention for the critically injured patient by establishing regional, area-wide and local trauma centers throughout the State. The trauma center program began operations in July, 1971, and in the first six months provided specialized medical attention for over 4,000 critically injured patients. The death rate among these patients was so low as to compare favorably to the previously unexcelled record of military emergency medical services in Vietnam.

### Highway Design, Construction and Maintenance

Experimental programs continue to determine the best materials for various measures to guard against skids on Illinois roads. These are parts of the pavement design and construction program now underway. An expansion of the program has brought additional railroad crossings on State maintained roads into compliance with protection requirements. Sixty-two high accident areas were improved under a \$10 million Spot Safety Improvement Program in 1971. The economic loss in these accident locations in 1969 alone is estimated to be \$3,600,000.

### Traffic Control Devices

Illinois rated above the national average on this standard. A new *Illinois Manual on Uniform Traffic Control Devices* is being prepared to conform to the new national manual for traffic control devices. The new manual includes the symbol signs which will be in use on many Illinois roads in the near future. The manual also proposes inspection and maintenance of traffic control devices on a definite schedule. The *Illinois Vehicle Code* establishes speed limits for traffic and highway conditions.

### Pedestrian Safety

Illinois was rated higher than the national average in the engineering aspects of pedestrian safety programs. Driver education programs, under the administration of the Office of the Superintendent of Public Instruction, stress pedestrian safety in the classroom. The *Bicycle Rules of the Road*, published for the first time in any state by the Office of the Secretary of State in 1970, received many letters of praise and inquiries as to the possibilities of its publication for other states. The Illinois Superintendent of Public Instruction with the assistance of the State Police, continued to establish and enforce standards for children's transportation to and from school. The State Police Information and Education Unit conducted pedestrian safety programs for children and the general public.

### Police Traffic Services

The Illinois State Police spent 1,800,000 hours in traffic related services in 1971. Over 200,000 hours were spent in education and improvement programs for new recruits and present personnel. As a result of this extensive effort to be of service and to continually improve services, the Illinois Department of Law Enforcement received a very high rating under this standard. Educational programs for local police and enforcement officials are provided by nine State certified schools located throughout the State. The State Police also aid the Division of Highways in reporting defective highway signs, signals or controls and construction and maintenance deficiencies as soon as they are detected.

### Debris Hazard Control and Cleanup

The accident clean-up operations performed by the Emergency Expressway Patrols in Chicago and East St. Louis are being expanded to provide additional assistance to emergency medical technicians and local rescue squads. The Division of Highways operates emergency patrol vehicles on a 24-hour basis on these expressways. All state-marked routes are continually patrolled by the State Police to locate and help with accident cleanup. A special program, which includes 302 roadside Motorist Aid Phones on Interstate 80 should be in full operation within the next year. This will be a valuable aid to motorists who need emergency assistance while traveling Interstate 80.





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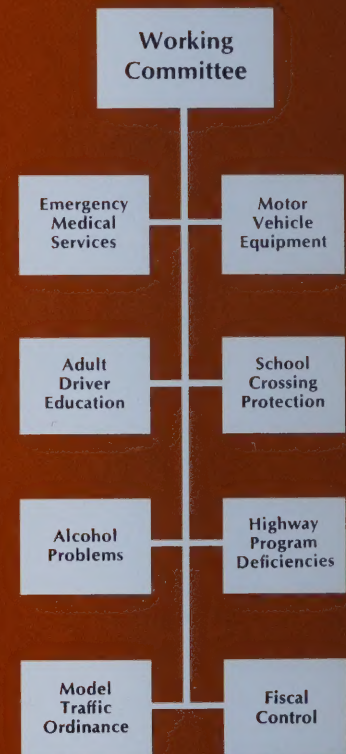
Franklin D.  
Yoder, M.D.



Gordon L. Ropp

## Governor's Traffic Safety Coordinating Committee

The Committee meets quarterly to make the policies which all of the member agencies put into action. The Committee is assisted by a Working Committee which meets monthly and acts as the operational arm of the main Committee. The Working Committee is responsible for the progress of approved projects, and recommends changes in projects and policies. Under the Working Committee is a complete cadre of working task forces (subcommittees) which assume responsibility for individual projects, research and recommendations. These task forces are set up either permanently or on a temporary basis for the duration of an individual project. Members of the Working Committee, members of other governmental agencies, and experts from the private sector make up the subcommittees' membership.





## Highway Safety Appropriations

	<u>FISCAL 1972</u>	<u>FISCAL 1973</u>
Secretary of State	\$ 535,100	\$ 250,000
Superintendent of Public Instruction	1,048,000	1,400,000
Illinois State Police	2,480,000	1,400,000
Department of Public Health	1,097,000	2,050,000
Division of Highways	581,300	475,000
G.T.S.C.C.	380,000	225,700
Local Government Agencies	<u>2,500,000</u>	<u>3,500,000</u>
TOTAL	\$8,621,400	\$9,300,700



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**Governor's Traffic Safety Coordinating Committee**

319 Administration Building, 2300 South 31st Street, Springfield, Illinois 62706